

MOUTRIE'S
NEW PRODUCTION.
A BABY GRAND
IT'S ARTISTIC

The China Mail.

THIS ARROW GOES
STRAIGHT
TO
ULLMANN'S
Do
THE SAME
Follow it

October 5, 1921 Temperature 73

Barometer 29.96

Rainfall 0.00 inch

Humidity 73

October 5, 1920, Temperature 78

No. 18,381

三拜禮

號五月十年一十二百九千一英

HONGKONG, WEDNESDAY, OCTOBER 5, 1921

日五初月九酉辛次歲年十國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

WE have a larger stock of new pianos now than ever before with **TONE, TOUCH and STYLES** to suit all tastes.

Four Thousand **MOUTRIE** pianos are in use throughout the Far East.

S. MOUTRIE & Co., Ltd.

DRAGON MOTOR CAR CO., LTD.
(THE EUROPEAN GARAGE)

Open and Closed
CARS FOR HIRE
TEL. 432 in Hongkong and Kowloon. TEL. 3552

THE HOUSE OF QUALITY

HAS A
NEW STOCK OF WINTER GOODS
S. Felt Hats Sweaters
Woollen Wear Perfumery
Latest Footwear

All of latest styles and designs.
INSPECTION CORDIALLY INVITED.

THE WING ON CO., LTD.,

Department Store. Phone 198
Provision Dept. Phone 2895.

THE HON SHING COMPANY.
14 Queen's Road, Central.
GENERAL MERCHANTS.

IMPORTS.—Dress Goods, Ready-Made Clothing, Linens, Manicure, Provision.
EXPORTS.—Mineral Oils, Batten Goods, all kinds of Oil, Feather, Hides and Skin, Porcelain Vases, Silk and Embroideries, Tea and Tobacco Leaf.

"PHILIPS"

APHILPSLAMP
IS A PERMANENT
ECONOMY

SOLE AGENTS

Holland-China Trading Co.
Hong Kong

ROYAL SILK STORE.

Just Received New Consignment of Banaras Real Gold and Silver
BROCADE for Trimming Dresses, Shoes and Scarfs.
We are the Only Dealers for the above Articles & Invite Your Inspection.
D. CHELLARAM, 36A, Queen's Road Central.

DONNELLY & WHYTE.

WINE MERCHANTS.
Tel 636, Tel 636.

ANNOUNCEMENT.

WE BEG TO ANNOUNCE TO OUR NUMEROUS CUSTOMERS AND PUBLIC IN GENERAL THAT WE HAVE JUST RECEIVED A LARGE AND BEAUTIFUL SELECTION OF THE WORLD'S FAMOUS CRYSTAL

BACCARAT

WE CORDIALLY INVITE INSPECTION.

J. ULLMANN & CO.
HONGKONG

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

PREMIER'S INVARNES SPEECH.

VAGUE REGARDING LONDON CONFERENCE PROSPECTS.

UNEMPLOYMENT SITUATION IMPROVING.

London, October 4.

Mr. Lloyd George at Inverness, referring to the London question said: "We had some hopes that we should have furthered it in the Highlands but we have not succeeded. At any rate when we enter the London conference we will do so with what is known as the Inverness formula. The conference can only succeed if the participants make up their minds definitely and resolutely to trust the commonsense of their own people and not try to reconcile the extremists."

Referring to unemployment the Premier said much more had been done in the past two years than ever before in the history of any country. The government was now applying its mind to what more could be done. He counselled suspension of judgment as regards newspaper assertions. A comprehensive Government scheme could not be a Government scheme till the Cabinet had decided and even then the judgment of the House of Commons must be taken. He expressed the opinion that things were improving and urged the necessity of peace throughout the world, economy and co-operation among all classes otherwise there would be disaster.

HINDUS BEREAVED.

MOPLAHS HELPING TROOPS ALSO EXECUTED.

London, October 4.

The latest news of the Moplah rising shows that the Khilafate leader Kunhamd who was recently reported to have established a Khilafate "Kingdom" in one of the affected districts and subsequently stated to have fled before the British troops, is now heading a rebel band of 2,250 men with fifty firearms. According to refugees who arrived at Calicut from Thuvur 34 Hindus and two Moplahs who were tried by Kunhamd were executed there and their heads cut off and thrown into a well. The Moplahs were beheaded for helping the troops. Fifty Hindu houses in Thuvur were also burned down.

COTTON CROP LOSSES.

DISASTROUS SEASON IN AMERICA.

New York, October 4.

The Bureau of Agriculture in its cotton crop report says that growing season has been the most disastrous on record the crop showing a loss of 1,666,000 bales during August and September owing to plague and boll weevils which advanced almost to the limits of the belt, doing damage such has not been experienced since the initial invasion, while an army of other worms were stripping leaves from plants over large areas west of the Mississippi. The farmers plan to clear off the crop and plough early in order to diminish weevil damage next year.

LONDON OPIUM TRAFFIC.

PRACTICALLY KILLED BY DEPORTING CHINESE.

London, October 4.

The Chinese colony in Limehouse is gloomy owing to the forthcoming deportation to China of Low Ping-yun in consequence of his activities in the opium traffic in the East End of London. The police say that the traffic has practically been killed, at least temporarily, by deportations, also owing to the decline in the number of Chinese sailors coming to London as a result of the opposition of the Sailors' Union to the employment of Chinese on British ships.

RUSSIAN Famine RELIEF.

BRITAIN CONTRIBUTES WAR SURPLUSES WORTH £250,000.

London, October 4.

The British Government has decided to contribute towards Russian famine relief certain war surpluses held by the Disposals Board consisting of medical stores, clothing etc., costing about £250,000. The supplies will be handed over to the British Red Cross for distribution in Russia.

CONFERENCE ON FAR EASTERN PROBLEMS.

BELGIUM, PORTUGAL AND HOLLAND INVITED.

Washington, October 4.

The State Department is preparing invitations to the governments of Belgium, Portugal and Holland to attend the conference on Far Eastern subjects.

AMSTERDAM PORT WORKERS STRIKE.

DIFFERENCES WITH THE SHIPPING LINES.

London, October 4.

The Amsterdam port workers have struck owing to differences with the shipping lines with regard to payment out of the port reserve funds.

SIAMESE PRINCE IN LONDON.

STUDYING CHILD MEDICAL INSPECTION SYSTEM.

London, October 4.

The Siamese Prince and Princess Mahidol have arrived in London from America to study the system of medical inspection of school children.

SWEDEN'S GOVERNMENT RESIGNS.

The Government has resigned.

Stockholm, October 4.

THE DOLLAR.

Today's closing rate 2/11 5/8
Today's opening rate 2/11 5/8

BOY SUES MISTRESS.

CHASED OUT WITH A BROOM.

COUNTER ACCUSATIONS.

Allegations of theft and disobedience were brought by Mrs. Cameron, proprietress of the Carlton Hotel, against a Chinese boy who sued her before Magistrate Lindell this morning for \$14.10 claimed as money due for wages for 53 days' service at \$3 a month.

Mrs. Cameron admitted liability for \$13.60 only and asserted that she would not pay except under compulsion. The complainant and another servant, she alleged, had robbed three of her tenants. Theft had been frequent in the hotel. Complainant had been in her service for three years. She had always trusted him but he was doing her from the day he came. Two boys between them had stolen about 67 blankets of which they had been given sole charge. They were not the actual thieves but they instigated the robbery. When asked to produce the blankets complainant had found them because "he knew he would have been found out, if he didn't." Complainant was not dismissed without notice. He refused to work for her and left without giving notice.

Complainant said that it was his duty to serve visitors with morning tea. On Monday morning his mistress asked him why he did not instruct the coolie to take out 15 dogs. When he told her it was not his business she chased him out with a broom.

The other boy said that he was told to go away because he had failed to return to his mistress blankets of which he knew nothing.

Hearing was fixed for Saturday morning.

SPORT.

BADMINTON.

PROPOSED SHANGHAI LADIES' CLUB.

Under the attractive heading, "Shanghai's World of Sport," the N. C. D. News, of September 26, says among other things:—

The ladies are now beginning to think of winter sports. Arrangements have already been made for the use of a commodious hall and it is hoped to secure sufficient support to justify the formation of a Badminton Club within the Association. We believe this is something quite new for Shanghai, or, at least, if there has been a Badminton Club before, it has been kept very exclusive and quiet. Many may smile when they read of Badminton and call it a trifling game. Just so, and that is what they were saying only a few years ago about lawn tennis, which to-day bids fair to be the world's most popular sport. So with Badminton, which is rapidly coming into favour and has been found to be capable of exertion which lifts it up a long way above the standard previously applied to it so erroneously. London last winter was fairly mad over it and even the "Bystander," highly accomplished sporting caricaturist, Phyllis Kermode, who only deals with the really big things, like international polo, Test Match cricket and so forth, gave it her attention on several occasions. Badminton should go well in Shanghai, which always has been strong on tennis.

KINEMA NOTES.

THE HONGKONG THEATRE.

A superb Paramount feature film "The Guilty Man" is now being screened at the Hongkong Theatre. This emotional drama, based on O'Henry's celebrated story, is one of the finest Kinema pictures of the year.

ARE YOU BEING POISONED

by constipation? The symptoms are sick headache, bilious attacks, nervous, poor appetite, coated tongue, m. smiling face. If so, Pinkettes will help you. Tiny but thorough they act as gently as nature, assisting the bowels and liver just enough to restore them to order without purging, pushing or creating a habit.

Try Pinkettes to-night. You'll feel better in the morning. Of course, if you are free, 60 cts the vial, from Dr. Williams' Medicine Co., 96 Bechen Road Shanghai.

BUSINESS NOTICES

AUTUMN UNDERWEAR

Silk & Wool Light-weight Underwear superior quality \$12.50 suit.
Cotton and Wool \$8.50 suit.
All Wool \$19.50 suit.

Just received New Stock of
FANCY PYJAMAS

made of best quality Ceylon Flannel.

Suitable for between Season Wear.

Sizes 36, 38, 40, 42, 44. \$7.50 suit.

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

16 Des Voeux Road. Tel. 29.



HAVE ALL YOUR
PRESCRIPTIONS DISPENSED
QUICKLY AND ACCURATELY

WITH
DRUGS OF THE BEST QUALITY

AT
THE PHARMACY

FLITCHER & CO., LTD., 22, QUEEN'S ROAD,
AND REMEMBER YOUR PRESCRIPTIONS ARE
DISPENSED PERSONALLY

BY
FULLY QUALIFIED EUROPEAN CHEMISTS.

Daniel Crawford's
"Vene Vobis"
(HEALTH TO YOU)

Pure & Very Old Liqueur

— BLENDED —
Scotch Whisky.

Daniel Crawford & Son, Limited,
Glasgow.

C. E. WARREN & CO., LTD.

MONUMENTAL MASONRY.

MEMORIALS OF ALL KIND EXECUTED BY
EXPERIENCED WORKMEN.

LARGE STOCKS OF ITALIAN AND AMERICAN MARBLE.

POLISHED GRANITE A SPECIALITY.

Monumental Showroom:—381, Wanchai Road.
Head Office:—30 & 32, Des Voeux Road, Central.
Branches:—Canton & Macao.

LIQUEUR D'ANIS

L'ANGORA

TONIQUE RAFFRAICHISSANT.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 75.

THE

DISINFECTANT

IZAL

THE

AGENTS

W. R. LOXLEY & Co.

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.
Coal Contractors
General Brokers.
PUBLIC AUCTIONS

THE Undersigned have received instructions from the Registrar, The Supreme Court, to sell by Public Auction,

THURSDAY,
October 6, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 5, Des Vaux Road, Corner of Ice House Street,
The Office Furniture, Stock & Samples of
The Universal Import & Export Co.

Teakwood Tables, Writing Tables, Chairs, Cupboards, Clocks, &c., Specialty, quantities of Perfumery, Fancy Soap, Dentifrice, Face Powder, Powder Puffs and Pads, Safety Razors, Brushes, Ladies' Handkerchiefs, Gloves, Gent's Hats, Thermos Flasks, &c., &c., as well as

Several Cinematograph Machines and Fittings.
Terms:—Cash on delivery.
No Catalogues will be issued.
On view morning of Sale.
HUGHES & HOUGH
Auctioneers to the Government.
Hongkong, September 25, 1921.

THE Undersigned have received instructions to sell by Public Auction, (for account of the Government),

FRIDAY,
October 7, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 5, Des Vaux Road, Corner of Ice House Street,
A Consignment of GOODS,
Recently arrived from England,
Comprising:—

A varied assortment of Blankets, Down Quilts, Travelling Bags, Flannels, Flannellettes, White Shirts, Cotton Calico, Cotton Sheeting 72 in. and 80 in. wide, Single and Double Bed Sheets, Pillow Cases, Embroidered Bedspreads, Honey-comb Quilts, Ladies' and Gent's Handkerchiefs, various sizes of Carpets, Rugs and Shawls, Carpets, a few lots of Electro-plated Ware and Cutlery, etc., etc.

Also
Several lots of Cut-glass Vase-like Glass, Venetian Glassware,
Some Italian Marble Electric Lamps, Statuettes, Figures, Busts,
&c., &c., &c.
(Full Particulars from Catalogue).
On view on eve of sale.
Terms:—Cash on delivery.
HUGHES & HOUGH
Auctioneers.
Hongkong, September 25, 1921.

FOR SALE.

New and Used.
HARDLEY DAVIDSON'S.
INDIANS.
HENDERSON'S.
WOLFE.
and SMITH.
MOTOR CYCLES.
REEVES & CO.,
105-114, Woo-Sung Street,
Kowloon



PALACE MOTOR CO., Ltd.
Phone Central 644
Western Branch 3145
Kowloon Branch K307
New Cars For Hire & For Sale.
Private Cars garaged.
Repairing Cars a Speciality.

MARTIN'S
APIOL-STEEL
PILLS
A French Remedy for all Irritations.
Thousands of Letters show that it is the best medicine for all skin diseases. It is the only one that does not irritate. It is the only one that does not cause constipation. It is the only one that does not cause headache. It is the only one that does not cause dizziness. It is the only one that does not cause weakness. It is the only one that does not cause loss of appetite. It is the only one that does not cause loss of sleep. It is the only one that does not cause loss of vitality. It is the only one that does not cause loss of beauty. It is the only one that does not cause loss of health. It is the only one that does not cause loss of life.
MARTIN'S
APIOL-STEEL
PILLS

SAFE, Sure and Guaranteed cure for Leprosy, Leucoderma, Patches, Marks, Eruptions, Eczema, etc. in four weeks. Patients willing to be treated by Post, are requested to write, Rs. 7/6 (Ten shillings) per week. Full particulars Free under cover, "SBI" WORKS, Bardon Square, C.M. Calcutta, (India).

INTIMATIONS.

SOCIETY OF ST. GEORGE, HONGKONG.

Smoking Concert Armistice Night.

IN response to suggestions made at the last ANNUAL MEETING of the SOCIETY, the General Committee have decided to organise a Smoking Concert on Armistice Night to be held in the City Hall at 8.15 p.m. in the same manner as last year.
Circulars on the subject will be sent to all Members of the Society in due course.

A. H. K. COBB,
Hon. Secretary.
Hongkong, September 30, 1921.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on SATURDAY, 8th day of October, 1921, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1921.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1921, both days inclusive.
By Order.

M. MANCK,
Secretary.
Hongkong, September 23, 1921.

NOTICE.

WE have THIS DAY taken over in Hongkong and China, the sole representation of the Associated Machinery Corporation of New York, manufacturers of:—

Power Shovel Crane and Excavator Combinations.
Trench Cutters, Ladder and Wheel type.
Concrete Handling Equipment for Boats.
Concrete Handling Equipment for Structures.
Filling Mixers.
Canal Cutting Machinery.
Transmission Towers.

REISS & CO.,
(Reiss Brothers Ltd.)
Hongkong, October 1, 1921.

NOTICE.

THE AUTHORITY of Mr. H. W. LUCAS to sign for the Undermentioned firm, is withdrawn from Date, October 1st, 1921.

MOLLER AND CO. (HONGKONG) LTD.
ERIC MOLLER
Permanent Director.
Hongkong, September 30, 1921.

NOTICE OF REMOVAL.

WE have THIS DAY REMOVED to 2nd floor of Bank of China Building, 4, Queen's Road Central, Entrance Duddell Street.
Dated 1st October, 1921.

PITENDRIGH, RUMJAN & CO., LTD.
Hongkong, October 3, 1921.

NOTICE OF REMOVAL.

WE have THIS DAY REMOVED to the First Floor, on the top of the Bank of China, No. 4, Queen's Road Central, Entrance in Duddell Street.

RAMSEY & CO.
Hongkong, October 1, 1921.

NOTICE OF REMOVAL.

WE HAVE REMOVED OUR OFFICES to fourth floor Bank of China Building, No. 4, Queen's Road Central.

WRIGHT & HORNEY.
Hongkong, October 1, 1921.

NOTICE.

NOTICE IS HEREBY GIVEN that the HONGKONG DOLLAR DIRECTORY has been acquired, as from July 7th, 1921, by the undersigned with all rights and titles, and will hereafter be published by them. No claims against the Hongkong Dollar Directory incurred prior to this date will be admitted by the undersigned.
THE NEWSPAPER ENTERPRISE LTD.
5, Wyndham Street.
Hongkong, July 7, 1921.

EAGLE BRAND

SILK SOCKS AND STOCKINGS



(Registered Trade Mark)

441 CHING KUNTING FACTORY,
2, Koi Yia Fong, Hongkong.
Tel. 3964.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS.
\$1. PREPAID.
Extra; additional word & cents for 3 insertions.

TO LET.

TO LET.—GODOWN at Yau Ma Tei. For particulars apply to THE HONGKONG LAND REVELATION CO., Ltd.

PUBLIC AUCTION.

G. R.
PUBLIC AUCTION.

PARTICULARS AND Conditions of the letting by Public Auction Sale, to be held on TUESDAY, the 11th day of October, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of four Lots of CROWN LAND at the junction of Queen's Road Central and Pedder Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.									
No. of Lot.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Area in Acres.	Area in Roods.	Area in Poles.	Area in Perches.	Area in Square Feet.
1. Lot 1.	Between Lot 2 and Lot 3.	100 ft. by 100 ft.	10,000	100	0.23	0	0	0	10,000
2. Lot 2.	Between Lot 1 and Lot 3.	100 ft. by 100 ft.	10,000	100	0.23	0	0	0	10,000
3. Lot 3.	Between Lot 1 and Lot 2.	100 ft. by 100 ft.	10,000	100	0.23	0	0	0	10,000
4. Lot 4.	Between Lot 1 and Lot 2.	100 ft. by 100 ft.	10,000	100	0.23	0	0	0	10,000

AN APPEAL TO BRITONS IN CHINA.

100,000 DOLLARS

URGENTLY NEEDED FOR

THE "ARETHUSA" TRAINING SHIP.

2,600 OLD BOYS HAVE JOINED THE ROYAL NAVAL AND 4,500 THE MERCHANT SERVICE.

Patrons: Their Majesties The King & Queen. President H. R. H. The Prince of Wales. Chairman and Treasurer: C. E. Marden, Esq., M.A.

Chairman of Ship Committee: Howard F. Devitt, Esq. Joint Secretaries: H. Briston Walker, and H. G. Copeland.

Cheques, Drafts, etc., should be made payable to and sent to: THE SHAPTESBURY HOMES & ARETHUSA TRAINING SHIP, 104 Shaftesbury Avenue, London, W.C.2.

THE WATER SUPPLY.

Level and Storage of water in reservoirs on the 1st August, 1921.

CITY AND HILL DISTRICT WATER WORKS LEVEL.			
1920.	1921.	1920.	1921.
1. Upper Reservoir.	5 ft. 9 in. Below overflow	1. Upper Reservoir.	5 ft. 9 in. Below overflow
2. Lower Reservoir.	10 ft. 10 in. Below overflow	2. Lower Reservoir.	10 ft. 10 in. Below overflow
3. Intermediate Reservoir.	Level with overflow	3. Intermediate Reservoir.	Level with overflow
4. Upper Reservoir.	Level with overflow	4. Upper Reservoir.	Level with overflow
5. Lower Reservoir.	1 ft. 10 in. Below overflow	5. Lower Reservoir.	1 ft. 10 in. Below overflow
6. Intermediate Reservoir.	11 ft. 9 in. Below overflow	6. Intermediate Reservoir.	11 ft. 9 in. Below overflow
7. Upper Reservoir.	Level with overflow	7. Upper Reservoir.	Level with overflow
8. Lower Reservoir.	Level with overflow	8. Lower Reservoir.	Level with overflow
9. Intermediate Reservoir.	Level with overflow	9. Intermediate Reservoir.	Level with overflow
10. Upper Reservoir.	Level with overflow	10. Upper Reservoir.	Level with overflow
11. Lower Reservoir.	Level with overflow	11. Lower Reservoir.	Level with overflow
12. Intermediate Reservoir.	Level with overflow	12. Intermediate Reservoir.	Level with overflow
13. Upper Reservoir.	Level with overflow	13. Upper Reservoir.	Level with overflow
14. Lower Reservoir.	Level with overflow	14. Lower Reservoir.	Level with overflow
15. Intermediate Reservoir.	Level with overflow	15. Intermediate Reservoir.	Level with overflow
16. Upper Reservoir.	Level with overflow	16. Upper Reservoir.	Level with overflow
17. Lower Reservoir.	Level with overflow	17. Lower Reservoir.	Level with overflow
18. Intermediate Reservoir.	Level with overflow	18. Intermediate Reservoir.	Level with overflow
19. Upper Reservoir.	Level with overflow	19. Upper Reservoir.	Level with overflow
20. Lower Reservoir.	Level with overflow	20. Lower Reservoir.	Level with overflow
21. Intermediate Reservoir.	Level with overflow	21. Intermediate Reservoir.	Level with overflow
22. Upper Reservoir.	Level with overflow	22. Upper Reservoir.	Level with overflow
23. Lower Reservoir.	Level with overflow	23. Lower Reservoir.	Level with overflow
24. Intermediate Reservoir.	Level with overflow	24. Intermediate Reservoir.	Level with overflow
25. Upper Reservoir.	Level with overflow	25. Upper Reservoir.	Level with overflow
26. Lower Reservoir.	Level with overflow	26. Lower Reservoir.	Level with overflow
27. Intermediate Reservoir.	Level with overflow	27. Intermediate Reservoir.	Level with overflow
28. Upper Reservoir.	Level with overflow	28. Upper Reservoir.	Level with overflow
29. Lower Reservoir.	Level with overflow	29. Lower Reservoir.	Level with overflow
30. Intermediate Reservoir.	Level with overflow	30. Intermediate Reservoir.	Level with overflow
31. Upper Reservoir.	Level with overflow	31. Upper Reservoir.	Level with overflow
32. Lower Reservoir.	Level with overflow	32. Lower Reservoir.	Level with overflow
33. Intermediate Reservoir.	Level with overflow	33. Intermediate Reservoir.	Level with overflow
34. Upper Reservoir.	Level with overflow	34. Upper Reservoir.	Level with overflow
35. Lower Reservoir.	Level with overflow	35. Lower Reservoir.	Level with overflow
36. Intermediate Reservoir.	Level with overflow	36. Intermediate Reservoir.	Level with overflow
37. Upper Reservoir.	Level with overflow	37. Upper Reservoir.	Level with overflow
38. Lower Reservoir.	Level with overflow	38. Lower Reservoir.	Level with overflow
39. Intermediate Reservoir.	Level with overflow	39. Intermediate Reservoir.	Level with overflow
40. Upper Reservoir.	Level with overflow	40. Upper Reservoir.	Level with overflow
41. Lower Reservoir.	Level with overflow	41. Lower Reservoir.	Level with overflow
42. Intermediate Reservoir.	Level with overflow	42. Intermediate Reservoir.	Level with overflow
43. Upper Reservoir.	Level with overflow	43. Upper Reservoir.	Level with overflow
44. Lower Reservoir.	Level with overflow	44. Lower Reservoir.	Level with overflow
45. Intermediate Reservoir.	Level with overflow	45. Intermediate Reservoir.	Level with overflow
46. Upper Reservoir.	Level with overflow	46. Upper Reservoir.	Level with overflow
47. Lower Reservoir.	Level with overflow	47. Lower Reservoir.	Level with overflow
48. Intermediate Reservoir.	Level with overflow	48. Intermediate Reservoir.	Level with overflow
49. Upper Reservoir.	Level with overflow	49. Upper Reservoir.	Level with overflow
50. Lower Reservoir.	Level with overflow	50. Lower Reservoir.	Level with overflow
51. Intermediate Reservoir.	Level with overflow	51. Intermediate Reservoir.	Level with overflow
52. Upper Reservoir.	Level with overflow	52. Upper Reservoir.	Level with overflow
53. Lower Reservoir.	Level with overflow	53. Lower Reservoir.	Level with overflow
54. Intermediate Reservoir.	Level with overflow	54. Intermediate Reservoir.	Level with overflow
55. Upper Reservoir.	Level with overflow	55. Upper Reservoir.	Level with overflow
56. Lower Reservoir.	Level with overflow	56. Lower Reservoir.	Level with overflow
57. Intermediate Reservoir.	Level with overflow	57. Intermediate Reservoir.	Level with overflow
58. Upper Reservoir.	Level with overflow	58. Upper Reservoir.	Level with overflow
59. Lower Reservoir.	Level with overflow	59. Lower Reservoir.	Level with overflow
60. Intermediate Reservoir.	Level with overflow	60. Intermediate Reservoir.	Level with overflow
61. Upper Reservoir.	Level with overflow	61. Upper Reservoir.	Level with overflow
62. Lower Reservoir.	Level with overflow	62. Lower Reservoir.	Level with overflow
63. Intermediate Reservoir.	Level with overflow	63. Intermediate Reservoir.	Level with overflow
64. Upper Reservoir.	Level with overflow	64. Upper Reservoir.	Level with overflow
65. Lower Reservoir.	Level with overflow	65. Lower Reservoir.	Level with overflow
66. Intermediate Reservoir.	Level with overflow	66. Intermediate Reservoir.	Level with overflow
67. Upper Reservoir.	Level with overflow	67. Upper Reservoir.	Level with overflow
68. Lower Reservoir.	Level with overflow	68. Lower Reservoir.	Level with overflow
69. Intermediate Reservoir.	Level with overflow	69. Intermediate Reservoir.	Level with overflow
70. Upper Reservoir.	Level with overflow	70. Upper Reservoir.	Level with overflow
71. Lower Reservoir.	Level with overflow	71. Lower Reservoir.	Level with overflow
72. Intermediate Reservoir.	Level with overflow	72. Intermediate Reservoir.	Level with overflow
73. Upper Reservoir.	Level with overflow	73. Upper Reservoir.	Level with overflow
74. Lower Reservoir.	Level with overflow	74. Lower Reservoir.	Level with overflow
75. Intermediate Reservoir.	Level with overflow	75. Intermediate Reservoir.	Level with overflow
76. Upper Reservoir.	Level with overflow	76. Upper Reservoir.	Level with overflow
77. Lower Reservoir.	Level with overflow	77. Lower Reservoir.	Level with overflow
78. Intermediate Reservoir.	Level with overflow	78. Intermediate Reservoir.	Level with overflow
79. Upper Reservoir.	Level with overflow	79. Upper Reservoir.	Level with overflow
80. Lower Reservoir.	Level with overflow	80. Lower Reservoir.	Level with overflow
81. Intermediate Reservoir.	Level with overflow	81. Intermediate Reservoir.	Level with overflow
82. Upper Reservoir.	Level with overflow	82. Upper Reservoir.	Level with overflow
83. Lower Reservoir.	Level with overflow	83. Lower Reservoir.	Level with overflow
84. Intermediate Reservoir.	Level with overflow	84. Intermediate Reservoir.	Level with overflow
85. Upper Reservoir.	Level with overflow	85. Upper Reservoir.	Level with overflow
86. Lower Reservoir.	Level with overflow	86. Lower Reservoir.	Level with overflow
87. Intermediate Reservoir.	Level with overflow	87. Intermediate Reservoir.	Level with overflow
88. Upper Reservoir.	Level with overflow	88. Upper Reservoir.	Level with overflow
89. Lower Reservoir.	Level with overflow	89. Lower Reservoir.	Level with overflow
90. Intermediate Reservoir.	Level with overflow	90. Intermediate Reservoir.	Level with overflow
91. Upper Reservoir.	Level with overflow	91. Upper Reservoir.	Level with overflow
92. Lower Reservoir.	Level with overflow	92. Lower Reservoir.	Level with overflow
93. Intermediate Reservoir.	Level with overflow	93. Intermediate Reservoir.	Level with overflow
94. Upper Reservoir.	Level with overflow	94. Upper Reservoir.	Level with overflow
95. Lower Reservoir.	Level with overflow	95. Lower Reservoir.	Level with overflow
96. Intermediate Reservoir.	Level with overflow	96. Intermediate Reservoir.	Level with overflow
97. Upper Reservoir.	Level with overflow	97. Upper Reservoir.	Level with overflow
98. Lower Reservoir.	Level with overflow	98. Lower Reservoir.	Level with overflow
99. Intermediate Reservoir.	Level with overflow	99. Intermediate Reservoir.	Level with overflow
100. Upper Reservoir.	Level with overflow	100. Upper Reservoir.	Level with overflow

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of July.

1920.	1921.	1920.	1921.
Consumption.	10,000	Consumption.	10,000
Estimated population.	250,000	Estimated population.	250,000
Consumption per head.	40	Consumption per head.	40
Constant supply in all districts during July of both 1920 and 1921.		Constant supply in all districts during July of both 1920 and 1921.	

KOWLOON WATER WORKS LEVEL.

Carlson Gravel and Reservoir...	Level with overflow	Level with overflow
STORAGE IN MILLIONS AND HUNDREDS OF GALLONS.		
	1920.	1921
Carlson Gravel...		

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

R. 38 DISASTER.

INQUEST JURY FINDS THE CAUSE STILL UNKNOWN.

VERDICT OF ACCIDENTAL DEATH.

LONDON, October 4.

The inquest on the victims of the R38 disaster was resumed at Hull. The coroner told the jury that it was their duty to discover whether the disaster indicated criminal negligence. He reviewed the trials of the airship in 1920 and 1921 when various defects were remedied. During a long trial flight on July 17 bucking of a girder developed attributable to the propellers but alterations thereafter satisfied the experts. The R38 was the last word in airship construction.

Survivors testified that the ship was thoroughly tested throughout the fatal flight. No defect developing. Flight Lieut. A. H. Wain, commander of the R38 was not called as a witness. An officer from the Howden base explaining that Lieut. Wain, who was making satisfactory progress, was allowed out of hospital to attend a football match on September 24 and the excitement caused a relapse necessitating his removal to hospital in London. The jury considered that Lieut. Wain's evidence could not further explain the disaster and returned a verdict of accidental death due to the airship breaking from an unknown cause.

BIG UNEMPLOYED DEMONSTRATION.

ATMOSPHERE CAPABLE OF ALMOST ANYTHING.

LABOUR LEADER'S SERIOUS WARNING.

LONDON, October 5.

London witnessed its biggest unemployed march to-day when 10,000 people marched in procession to Hyde Park with banners inscribed with taunting comparisons between 1914 and 1921 but without disorder. The promoters arranged a demonstration in Trafalgar Square simultaneously with the unemployed discussion of the London County Council but the police prohibited it, hence the procession to Hyde Park. The Labour leader, Mr. Gosling, addressing the County Council, said that the number of unemployed in London had increased from 98,465 to 129,938 within the last three months. Trade union benefits had been practically exhausted and a state of utter despair had now been reached. The atmosphere in the East End was described as capable of almost anything. The Labour leaders were losing control of the unemployed and unless the problem was settled immediately there would be a row throughout the country. The County Council passed a resolution calling on the government to provide work or alternatively, maintain the unemployed.

TUBLY INCIDENT.

LATER.

Later there was a brief but ugly encounter with the police in Trafalgar Square. One of the leaders in Hyde Park urged the crowd to assemble in the Square in spite of regulations. The audience following these instructions marched in procession a part of the way thither and then proceeded individually. Attempts made to mount the plinth of the Nelson Column were defeated by mounted and foot police who sprang up on all sides and passed back the demonstrators. More of the latter arrived and rushed the Square, whereupon the police drew their truncheons and pursued the invaders who fled. Several bottles were thrown at the police as they charged up one side of the Square. There were a few casualties on both sides. Arrests were made.

SYNTHETIC AMMONIA.

FRENCH SCIENTIST CLAIMS MANUFACTURE DISCOVERED.

PARIS, October 4.

A French scientist claims to have discovered a method of synthetic manufacture of ammonia by extracting hydrogen from a mixture of hydrogen and carbon monoxide produced by passing steam through red hot coke and then submitting the mixture of this hydrogen and nitrogen to extremely high pressure.

SMUGGLED PISTOLS.

EIGHT MONTHS' JAIL.

FOR "ELPENOR" FORKMAN.

The "Elpenor" arms case was concluded before Magistrate Orme this morning, when the chief Chinese fireman was sentenced to eight months' hard labour.

Mr. M. M. Watson prosecuted for Messrs. Butterfield & Swire, agents for the Blue Funnel line.

Mr. Leo d'Almada, who appeared for the defence, said that he did not propose to call any witnesses, but would like to address the Court on points of law. In arms cases, he said, the onus of proof lay with the prosecution. On the evidence as produced by the prosecution, he submitted that that onus had not been discharged. The arms were found hanging at the stern of the ship, and there was nothing to connect the defendant with them except his own statement. In this he said that Hop Koy had asked him to dump the packages outside the entrance to Lyemum pass. "We were to get 30 per cent. to be divided between us. I asked the other men to hand the packages up to the stern and put them out." He made no mention whatever about arms, and the prosecution could not prove that he knew that the packages contained arms.

In consequence of suspicion, continued Mr. d'Almada, the whole crew of the ship was discharged, and new ones engaged before the ship sailed for Shanghai and

must be proved by the prosecution beyond the shadow of a doubt that the defendant knew when he dumped the packages that they contained arms. Until it was so conclusively proved, the prosecution must fail.

After again referring to the defendant's statement, Mr. d'Almada submitted that the prosecution had not proved that he knew the packages contained arms. He might have thought that it contained opium for all they knew. That being so, he had no case to answer, and the defendant was entitled to an acquittal.

The Magistrate said that on the night before the ship's arrival in port, the defendant had instructed two or more men—he would say two because only two had given evidence—to carry the heavy packages from the engine room, and had supervised the putting of the packages over the stern. If a man did such things in the dead of night, when there was little chance of being disturbed, and then claimed that he did not know what the packages contained, it was too much for him to believe. Defendant must have known that the packages contained arms when he lowered them over the stern.

Mr. d'Almada said that before sentence was passed he would like to ask the Magistrate to take into consideration the fact that the defendant was no doubt the tool of the man Hop.

The Magistrate: He is rather the heir and not so much the tool of the other man. He inherited the arms from him when he took on his job.

Mr. d'Almada: That must be so, but the fact remains that Hop does exist and the police are very keen to get him. Perhaps had they got him, the defendant would not be in the dock now. It is quite possible that the defendant has been prevailed upon by this man Hop to apply for the job, which he got, for the purpose of dumping the packages. The defendant holds 19 very good testimonials from various ships, and has always been a worker. I ask your Worship to take that into consideration and pass a light sentence. The amount of pistols concerned is out of the question. Be it one or 500, the offence is the same. The Magistrate: I do not think one revolver and 500 amount to the same offence. I think 500 is more serious. 8 months' hard labour.

ODDS AND ENDS.

MAINLY SCISSORS LOOT.

People's Spending Power.

The commissioners of customs and excise, in their report for the year ended 31st March, point out that the people's increased power prior to the present depression produced the following increases in revenue over the estimates:—Spirits, £8,603,000; sugar, £2,545,000; motor cars, £895,000; entertainments, £879,000; matches, £598,000. In regard to beer, there was a decrease of £4,422,000. An official return of the wholly unemployed workmen on July 9 showed a reduction of 86,000 compared with the previous week.

Postcard Laconics.

The present post-card rules would not have seriously disturbed Dumas. Desirous of knowing how the sale of his latest novel was progressing he sent his publisher a post-card on which he wrote "H". He was quite satisfied with his publisher's reply, Drake's Armada report would have been well within the limits. It consisted of but one word, "Cantharides" (the Spanish Fly). And one at least of Mr. Winkley's theatrical critiques a post-card would have accommodated. The play in question was "A Dreadful Evening" and his only comment was "Exactly!" An American literary critic was equally laconic. He quoted book and author, and added "Shake!"

Long Lived British Engines.

Many examples have come to light of British engines which have been at work from the very earliest days of steam engineering. The Science Museum in London has recently placed among its exhibits a pumping engine made in the year 1791 by Newcomen. This engine was at work until the year 1915 at a colliery near Derby. Another engine which was made in the early part of the 19th century has also been presented to the Museum. Both engines are still capable of doing useful work although they represent pioneer types very different from the British steam engines of to-day.

The Merry Moplah.

Going out on revolt appears to be a kind of hobby with the Moplahs—so much so that a regular set of customs and ceremonies has sprung up round it. According to the Times of Ceylon: The resolve for hostilities, once taken the Moplahs meet at a sacrificial feast, divorce their wives and spend an interval in religious obser-

vance. Once they have struck the first blow, they set law at defiance and they throw themselves on the forces opposed to them with all the turbulent courage of fanaticism. In short, a Moplah revolt would appear to be the much married man's "day out."

Humour in Epitaphs.

One sometimes wonders, when noting a quaintly worded epitaph on a time-worn tombstone, says the Morning Post, whether our descendants will find the twentieth century memorials an interesting field for research. Somehow the modern inscriptions seem to lack the pleasant spontaneity, the good, human ring, which it is so refreshing to discover in the older ones. Doubtless ours is a sterner philosophy. It was no doubt cynic who inscribed above a Hertfordshire bricklayer these lines: Silent in dust lies mould'ring here A Parish Clerk of voice most clear None Joseph Rogers could excel In laying bricks or singing well.

There is a glint of humour, too—of a different kind, and possibly unintentional—in this from Oxted Parish Church: "Let this pattern of piety, map of misery, mirror of patience, here rest." But for deliberate irony I think we must go to the sly fellow who cut in stone above his friend the short, suggestive words: "John Eurus."

Frogs Invade North London.

The "deluge" which rejoiced the hearts of London's allotment-holders and gardeners produced some curious results. One of these, which was noticed at Whetstone, near Barnet, caused some people to think of the Plagues of Egypt. Shortly after the rain commenced a considerable number of tiny frogs, about half an inch in length, made their appearance in the gutters, and their numbers grew rapidly. The crowd of these little creatures multiplied so rapidly that by midday it was almost impossible to walk across the pavement of any street without crushing several of them underfoot. The extraordinary part of the occurrence was that the frogs made their appearance in as large numbers in streets remote from any water as they did in proximity to the brook which skirts the district, and this gave rise to the query, "Where did they come from?"

We are given to understand that the British Legion (Hongkong branch) proposes to hold a cabaret dance for members and their friends at the City Hall on Friday, November 4 at 9.15 p.m. It was hoped that this dance could take place on Armistice Day but the City Hall being already booked this was unfortunately found to be impossible. An advertisement will appear in our columns shortly giving full particulars.

TO-DAY'S ADVERTISEMENTS.

CITY HALL.

8.30 P.M. THIS EVENING.

"THE NEW WORLD."

Speaker.—Dr. H. T. HODGKIN.

H. E. LT. GENERAL SIR G. M. KIRK, PATENT, K.C.B., K.C.S.I.

Meeting lasts one hour.

Questions invited.

MARINE ENGINEERS' GUILD OF CHINA.
Hongkong Branch.

MEMBERS are requested to attend the REGULAR MONTHLY MEETING to be held at the Guild Office, Sailors' Home, on FRIDAY, 7th October, 1921, at 5.45 p.m.

Important Business.
Northern Members are urgently invited to be present.

W. J. STOKES,
Branch Secretary.
Hongkong, October 5, 1921.

AN AID TO DIGESTION.

WHEN you have a fullness and weight in the stomach after eating you may know that you have eaten too much, and should take one of Chamberlain's Tablets to aid your digestion. For sale by all Chemists and Storekeepers.

KAM HING KNITTING COMPANY.

Manufacturers of:—
Socks, Singlets, Jerseys, Sweaters, etc.
24, Baiphong Road, Kowloon.

Telephone K 477.

Manager, WONG KAM FUK.

THE CHEUNG SHING.

No. 40, Nathan Road, Kowloon.
DEALERS & CONTRACTORS IN ELECTRICAL SUPPLIES.
ALSO TEAKWOOD & BLACKWOOD FURNITURE FOR SALE.
COME TO US! WE SELL THE BEST FURNITURES.
Inspection invited:—
HONGKONG, Kowloon, No. K221.

TO-DAY'S ADVERTISEMENTS.

HONGKONG CRICKET LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the Pavilion of the Hongkong Cricket Club, (by kind permission) TO-DAY the 5th October, at 5.15 p.m.

H. E. TAYLER,
Hon. Secretary & Treasurer.
Hongkong, October 5, 1921.

UNITED ATHLETIC CLUB.

1st Annual Athletic Sports to be held at the V. R. C. on SATURDAY, October 8th, 1921.

Raid in Attendance.
Tea served during interval.
The following events are open:
100 yards sprint race Handicap
200 yards sprint race Handicap
400 yards sprint race Handicap
800 yards sprint race Handicap
1600 yards sprint race Handicap
3200 yards sprint race Handicap
5000 yards sprint race Handicap
10000 yards sprint race Handicap
The public are cordially invited.
C. H. BLAKE,
Acting Hon. Secretary.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

THURSDAY, October 6, 1921,
commencing at 11 a.m.
at No. 6 Godown, Hoi's Wharf,
Kowloon.

(For Account of the Concerned),
140 bags Chequered Head Counter
Sunk Wire Nails.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

on
SATURDAY, October 8, 1921,
commencing at 11 a.m.

at No. 24 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd.
Kowloon.

10 cases C. Bee pins.
3 cases Kerosene Lamps.
3 cases Shoe Polish.
60 cases Glass-ware.
1 case Cloth and Hair Brushes.
1 case Penholders.
1 Lot Matches.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, October 5, 1921.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

on
TUESDAY,
October 11, 1921, commencing at
2.30 p.m., at their Sales Rooms,
No. 8, Des Vaux Road, Corner of
Ice House Street.

TEAKWOOD AND BLACKWOOD
FURNITURE, BRASS AND TEAK-
WOOD TWIN BEDSTEADS,
CARPETS,

Comprising:—
Dining Suites, Chesterfield Sofas,
Arm-chairs (new), Card and Occasional
Tables, Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
Tables and Chairs, Washstands, &c.,
(some Teakwood), Sideboards, Dinner
Wagons, Dinner Services, Crockery, &
Glass-ware, Cooking Stoves, Cutlery,
&c., Bath Room Utensils, Electro-plated
Ware, One American Ice Chest.
Electric Reading Lamps, Screens,
Sundry Blackwood Furniture, Chairs,
Cabinets, Pictures, Enamel Bath,
&c., &c., &c.
Also
Brass Bed, Blackwood Cabinets, &c.
(Full Particulars from Catalogue).
Terms: Cash on delivery.

ROOSES & HOUGH,
Auctioneers.

Hongkong, October 5, 1921.

TO SECRETARIES OF CLUBS AND
OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

NOTICES.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

"WALK-OVER" BOOTS & SHOES

IN BROWN

ALL WEIGHTS

AND

IN

BLACK

BROWN

FOX CALF

BROGAN

AND

AND

GLACE KID

GOLF SHOES

TO

TO

\$18.50

\$25.00

TO

TO

\$30.00

\$30.00

PER PAIR

PER PAIR.



SPECIAL VALUE
BLACK VICI KID BOOTS
FULL ROUND TOES
\$15.00 pair.
A few pairs in all sizes 5 to 9.

JUST ARRIVED
NEW STOCK
OFENGLISH
COLUMBIA
RECORDS

AT

ANDERSON'S.

Sole Agents:—

Suzuki & Co.

SAKURA BEER

Alexandra Buildings.

Tel. 468 & 467.

Berger Paints
Colours Enamels Varnishes
PREPARED PAINTS OF ALL KINDS AND COLOURS.
BERGER'S LIQUID RED LEAD covers 50 per cent. more surface, weight for weight, than the ordinary lead mixed Red Lead.
MATRONS—The oil paint you thin with water. Covering capacity one third more than that of Washable Distemper.
STRUCTURAL & ROOF PAINT—A preservative.
BERGER'S VARNISH—OAK VARNISH, BEAK, JAPAN, COAL, ETC.
LEWIS BERGER & SONS, LIMITED.
FRANCIS OF APPLICATIONS—STOCKS OAKENED.
SOLE AGENTS:—
W. R. LORLEY & CO.
MR. BERGER MADE FINE COLOURS IN LONDON SINCE 1761.

Do you know

that the money you apply to the purchase of Wilkinson's Tansan is, in measure as it be much or little, the most profitable of any or of all of your best investments?

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

Tel. No. 135.

8, QUEEN'S ROAD, HONGKONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings:—To Canton daily at 3 a.m. and 10 p.m. (Sundays 10 p.m. only). From Canton daily at 4 a.m. and 9 p.m. (Sundays 9 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD.

HONGKONG-MACAO LINE

Sailings To:—To Canton daily at 3 a.m. and 10 p.m. (Sundays at 10 p.m. only). From Canton daily at 4 a.m. and 9 p.m. (Sundays at 9 p.m. only). BANK HOLIDAY Excursion, Monday 10th October 8.30 a.m. will leave Hongkong at 9 a.m. and return from Macao at 4 p.m.

Further information may be obtained at the Company's Office, 11th Floor, Messageries Maritimes, 100, Queen's Road, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON.
FOR NEW YORK AND/OR BOSTON
Via SUEZ.

S.S. "WYAT CASTLE".....Sailing about 5th Nov.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS

FUTURE having been re-opened for traffic, cargo is also accepted for this port on through bills of lading.

FOR BOMBAY, VENICE, AND TRIESTE

S.S. "PERNA".....Sailing on or about 7th November.

FOR SHANGHAI.

S.S. "PERSIA".....Sailing on or about 22nd October.

Passenger and cargo can be insured at the office of the Agents.

NEW LINE OF STEAMERS
Regular Passenger and Cargo Service to
SAILING FROM COLON TO
SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong

Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

YASUDA SHOSHEN KAISHA.

SAILING FROM HONGKONG SUBJECT TO ALTERATION

LONDON ANTWERP ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ALTAI MARU.....Saturday, 8th Oct.

BUENOS AIRES—Buenos Aires, Santos, Durban & Cape Town via Singapore.

S.S. "TITAN" MARU.....Tuesday, 11th Oct.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

KASADO MARU.....Sunday, 9th Oct.

MALAY MARU.....Sunday, 30th Oct.

(Passenger Service)

DELI & BANGKOK VIA SINGAPORE & SINGAPORE—Regular Monthly

PASSENGER SERVICE.

S.S. "TITAN" MARU.....Tuesday, 11th Nov.

Excellent accommodation for 1st and 2nd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and

Delaware—Regular fortnightly passenger service touching at intermediate

ports in Japan and taking cargo to OVERLAND PORTS U.S.A. in connection

with Chinese, Milwaukee and St. Paul Railway.

ARIZONA MARU.....Thursday, 5th Oct.

MILWAUKEE MARU.....Friday, 4th Nov.

NEW YORK VIA PANAMA

HONOLULU MARU.....Friday, 14th Oct.

NEW ORLEANS VIA SUEZ

FORVARD MARU.....Friday, 21st Oct.

JAPAN PORTS—Kobe & Yokohama via Shanghai, 15th Oct.

ATLAS MARU.....Saturday, 15th Oct.

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommo-

dation for 1st and 2nd class saloon passengers and will arrive at and depart from

the O.R.E. wharf near the Harbour Office.

KAIYO MARU.....Sunday, 8th Oct.

TAKAO VIA SWATOW AND AMOY

KORU MARU.....Sunday, 16th October.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

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SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR AMOY AND SHANGHAI

S.S. "HONGKONG".....Oct. 8, at Noon.

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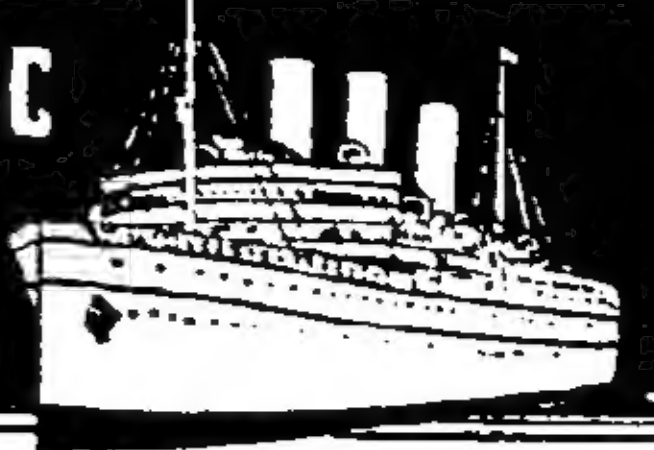
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CANADIAN PACIFIC
STEAMSHIPS
LIMITED.

HOME VIA CANADA.

Hongkong to England.

Via SEASIDE, NARASAI, (MONT) ROSE, YOKOHAMA, VANCOUVER & MONTREAL.

From Hongkong to Vancouver & Montreal.

Empress of Russia.....Oct. 13.....Oct. 31.

Monteagle.....Oct. 26.....Nov. 19.

Empress of Asia.....Nov. 10.....Nov. 23.

Empress of Japan.....Nov. 23.....Dec. 14.

Empress of Russia.....Dec. 28.....Jan. 25.

Monteagle.....Dec. 31.....Jan. 25.

Connecting Atlantic Sailings every few days to Liverpool, London,

Southampton, Glasgow, Antwerp, Havre & Naples.

Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,

Winnipeg, Montreal and Quebec.

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NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI.

Oct. 4—R. F. Eumcor.
12—R. F. Eumcor.
25—J.C.T.L. Tishwang.
31—R. F. Eumcor.
Nov. 7—R. F. Eumcor.
9—P. & O. Tishwang.
18—R. F. Eumcor.
17—P. & O. Dunra.

FROM JAPAN.

Oct. 10—R. F. Eumcor.
10—N.Y.K. Eumcor.
12—P. & O. Eumcor.
16—R. F. Eumcor.
18—D. I. Gregory Apcar.
24—R. F. Eumcor.
27—P. & O. Tishwang.
31—D. I. Tishwang.
Nov. 3—R. F. Eumcor.
10—R. F. Eumcor.
12—R. F. Eumcor.
14—R. F. Eumcor.
21—R. F. Eumcor.
Dec. 8—P. & O. Tishwang.
12—R. F. Eumcor.
25—P. & O. Tishwang.

FROM MANILA.

Oct. 26—R. F. Eumcor.
Nov. 1—R. F. Eumcor.
Dec. 3—R. F. Eumcor.
23—R. F. Eumcor.

FROM JAVA.

Oct. 6—J.C.T.L. Tishwang.
7—J.C.T.L. Tishwang.
10—J.C.T.L. Tishwang.
20—J.C.T.L. Tishwang.

FROM BOMBAY.

Oct. 27—P. & O. Tishwang.

FROM CALCUTTA.

SHIPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KHIVA"	9,000	15th Oct.	MARSHALLS, LONDON & A'werp.
"DUNERA"	5,400	16th Oct.	Singapore, Colombo & Bombay.
"NARDINIA"	6,600	18th Oct.	MARSHALLS, LONDON & A'werp.
"KARNALA"	9,000	19th Nov.	MARSHALLS, LONDON & A'werp.

BRITISH INDIA-APCAR SAILINGS (South)

"GREGORY APCAR"	4,700	26th Oct.	Calcutta, via Singapore Penang and Bangkok.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	17th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	18th Nov.	

SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	7th Oct.	Shanghai only.
"KARNALA"	9,000	10th Oct.	Shanghai and Japan.
"TORILLA"	5,300	10th Oct.	Shanghai and Japan.

SPECIAL STEAMER.

The P. & O. S. S. "EGYPT" is expected to leave Hongkong on or about the 18th January, 1922, taking passengers and cargo for MARSHALLS and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Etc., apply to—
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG. Agents.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1116. 25, Wing Woo Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
VICTORIA, SEATTLE & VANCOUVER via Shanghai &
Japan ports. Through bills of lading issued to all Over-
land Common Points in U.S.A. and Canada.

SUWA MARU (Nagasaki direct) ... Saturday, 29th Oct., at 11 a.m.
FUKUMI MARU (Nagasaki direct) ... Saturday, 19th Nov., at 11 a.m.
KATORI MARU (calling Manila) ... Saturday, 3rd Dec., at 11 a.m.
MARSHALLS, LONDON & ANTWERP via Singapore
Malacca, Penang, Colombo, Suez & Port Said.

KAMO MARU ... Friday, 14th Oct., at 11 a.m.
IYO MARU ... Friday, 23rd Oct., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Saturday, 23rd October.

LIVERPOOL via MARSEILLES.

KAMAKURA MARU ... Beginning of December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKU MARU ... Tuesday, 18th Oct., at 11 a.m.

ARI MARU ... Tuesday, 19th Nov., at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.

DURBAN MARU ... Thursday, 20th Oct.

DELAGO MARU ... Friday, 10th Nov.

NEW YORK via SUEZ.

RANGOON MARU ... End of October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KAWACHI MARU ... Middle of November.

BOMBAY via Singapore, Penang & Colombo.

AKITA MARU ... Monday, 18th Oct.

CALCUTTA via Singapore Penang & Rangoon.

PENTES MARU ... Saturday, 12th Oct.

TOTOMI MARU ... Tuesday, 25th Oct.

NAGASAKI, KOBE & YOKOHAMA.

ARI MARU ... Friday, 14th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU (calling Nagasaki) ... Tuesday, 11th Oct.

KIBIN MARU (calling Shanghai) ... Wednesday, 13th Oct.

SEIDZOKU MARU ... Friday, 14th Oct., at 11 a.m.

For further information apply to—
NIPPON YUSEN KAISHA
K. K. KAMEI, Manager.
Telephone Nos. 292 and 293.

AMERICAN APHORISMS.

CRACKS OF THE EDITORIAL WHIP.

Nobody hits taxes when they are down.

"Germany is calm, but not yet collected."

New York has been dried and found wanting.

A social scale is one in which money is weighed.

That "open door" seems to be giving Japan cold feet.

People do not marry as early as they used to, but they marry oftener.

A cynic is a man who picks at the mortar between the bricks other men have laid.

Perhaps you have noticed that every second building on Easy street is a sanatorium.

They say a silencer for a street car has been invented, but they say a lot of things these days.

Well, one can't blame the Philippines for desiring independence. America had it once.

Judging from present-day dancing familiarity doesn't breed as much contempt as it ought to.

At the present rate a million Ford's will be turned out in a year. That will make one for each joke.

The very first thing to disarm when the national delegates meet at Washington is, of course, suspicion.

Saloon passenger is a phrase of the transatlantic world that has now taken an even greater accuracy.

Our tax laws need vision and revision.

One obstacle in the way of leading Erin to the altar of Liberty is that she declines to wear the orange blossoms.

A writer says chop suey is not what it used to be. He will now confer a great favour by telling us what it used to be.

"What is the chief cause of divorce?" asks a college professor. Speaking offhand, we should say, matrimony.

Player pianos are being sold in Africa, which makes it hard for missionaries to convince the natives that we love peace.

The best we can say for the dry champions who went in to knock out John Barleycorn is that they have him very groggy.

"Bathing alone will not keep you clean," says a writer. Distressing news this for people having only ordinary-sized bathtubs.

Paraguay has a tree which emits pure wine when its bark is punctured. A tree like that in America would make forest preservation our most popular issue.

The dentists have asked for permission to use whisky for reviving patients. But isn't the average dentist's office a trifle small for such a volume of business as this would afford.

Since most lovers quarrel with nowadays are happily settled with automatic revolvers, isn't it about time for the pictorial artists to take out the bows and arrows from the pictures of Cupid?

NOTICES TO CONSIGNEES.

BE Steamship.

"KENDAL CASTLE"

From NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where and from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 29th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD.
Agents.

Hongkong, September 29, 1921.

P. & O. S. N. CO.

STEAMERS FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DUNERA," Captain WALKER, carrying His Majesty's Mails, will be despatched from this port on or about TUESDAY, 18th October, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO., Agents.

Hongkong, October 4, 1921.

SHIPPING

STRUTHERS & DIXON, Inc

Operating For Eastern service for account of the UNITED STATES SHIPPING BOARD.

To MANILA.

To SEATTLE AND VANCOUVER.

"West Iria" ... 24th October.

To LOS ANGELES & SAN FRANCISCO.

"West Calera" ... 24th October.

*Also, cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NEW YORK, BALTIMORE, PHILADELPHIA, NEW YORK, & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points. HONGKONG OFFICE—1st floor, Porell's Building, 12, Les Voies Rd., Tel. 3004.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PIONEER OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.

* PERLA MARU ... 9,000 ... Oct. 24th at 10.30 a.m.

* TAIYO MARU ... 22,000 ... Oct. 24th.

* FIBERIA MARU ... 20,000 ... Nov. 16th.

* TENYO MARU ... 22,000 ... Nov. 17th.

* KOREA MARU ... 22,000 ... Dec. 7th.

* SHINTO MARU ... 22,000 ... Dec. 18th.

* Calling at Dairen and omitting call at Keelung and Shanghai.

* Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDALUS ROUTE TO BURGOS ATREX.

STEAMERS. TONS. LEAVE HONGKONG.

SEIYO MARU ... 14,000 ... Nov. 9th.

RAKUYU MARU ... 17,800 ... Dec. 18th.

For full information regarding passage in freight and all other matters, apply to—

Y. TSUTSUMI, Manager: King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. K. GRIFFITH, Ltd.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast High Class Steamers having good Accommodation for First Class Passengers. Electric Lights and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 8 to 10 Days)

STEAMERS. CAPTAIN. LEAVES.

WALLOONG ... Capt. W. Cooper ... FRIDAY, 7th Oct., at 2 p.m.

HAIRONG ... Capt. W. C. Pastmore ... TUESDAY, 11th Oct., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Hsia Hsiang) For FREIGHT and PASSAGE apply to—

General Manager.

THE EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

The

M. S. "MALAYA"

will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian Ports.

About 31st of October.

FURTHER SAILINGS:—

S.S. "RHODESIA" ... End of November.

M.S. "JAVA" ... First Half of December.

M.S. "ANAM" ... End of December.

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD.

Hongkong, September 28, 1921.

MUMEYA & SANO

NORMAL ARTIFICIAL LIGHT STUDIO.

Studio reopened at 38-40, Queen's Rd. C. (opposite Hongkong Theatre) photo taken Day and Night using 5,000 c.p. light. Film Printing and Developing undertaken. Special attention to Home portraits.

Telephone 254.

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VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ
(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN
(Holland East Asia Line)

(Members of the Route, China & Japan Conference)

Regular monthly service between

YOKOHAMA, KOBE, DAIRIN, SHANGHAI, HONGKONG, ANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers. For. Sailing on or about

"TJISONTJAI" ... Rotterdam, Amsterdam & Hamburg ... 12th Oct.

"BOERBOE" ... Amsterdam, Rotterdam & Hamburg ... 2nd Nov.

"TOS RI" ... Amsterdam, Rotterdam & Hamburg ... 16th Dec.

"OLDEKERCK" ... Rotterdam, Amsterdam & Hamburg ... 10th Jan.

"RADJA" ... Amsterdam, Rotterdam & Hamburg ... 10th Feb.

For full particulars please apply to:—

JAVA CHINA JAPAN LYN,

General Agents, York Building.

Telephone No. 1574.

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN

Steamer. From. Expected. Will leave. For.

"SALEIER" ... Java ... 8th Oct. ... 15th Oct. ... SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,

General Managers, York Building.

Telephone No. 1574.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

COOK'S "FAR EASTERN TRAVELLER'S GAZETTE" containing

Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

Telegraphic Address: "COOKSON." THOS. COOK & SON.

Telephone No. 514. Hongkong Hotel Buildings, Hongkong.

Also SHANGHAI, Peking, YOKOHAMA, MANILA.

and YOKOHAMA—GUTHRIE & CO., LONDON, &c.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE, AND
ELECTRIC WELDERS.
MECHANICAL, AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY

OF HONGKONG, LIMITED.

—DRY DOCK—

Length 187 Feet.

Length on Block 250 Feet.

Depth on Centre of

SILL (B.W.O.S.T.) 24 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Cranes at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

THE ADDRESS: "TAIKOODOCK," HONGKONG.

TELEPHONE No. 212.

R-33 DISASTER.

INQUEST LEAVES CAUSE STILL UNKNOWN.

FIRST HAND ACCOUNTS.

In view of the London cable received to-day stating that the finding of the inquiry on the victims of the R. 33 disaster leaves the cause of the accident still unknown it is interesting to read the descriptions of those who saw the giant airship explode printed in Home papers at the time. The disaster occurred shortly before six o'clock on the evening of August 24 when R-33 was over the city of Hull. R-33 left her mooring mast at Howden, Yorkshire, at 7.10 in the morning after having been overhauled and proceeded on a test flight which was to last twenty-four hours. After the completion of these trials she was to go to the aerodrome at Pulham, Norfolk, to undergo final preparation before starting on her flight across the Atlantic. The conditions in some respects were not very favourable, and during the weather having become foggy, the vessel remained over the North Sea awaiting a clearing of the atmosphere, which would enable her to proceed to Pulham.

Apparently the weather conditions had improved sufficiently for this purpose, and at 5.40 p.m. R-33 was sighted over Hull. A few minutes later she was seen to buckle and break in half. Two violent explosions followed, and the blazing remains of the airship fell into the river Humber, taking with them the majority of those on board.

Eye-witnesses state that the whole affair was over in a minute. So tremendous were the explosions that considerable damage was done to buildings in the city. Had the disaster occurred a couple of minutes sooner, the broken and burning airship would have fallen on to houses and crowded streets, instead of into the river.

Unhappily there were only five survivors of the crew of the ill-fated airship, including Flight-Lieut. Wann, her commander, who is injured, though not dangerously. R-33 had on board eight British officers, five civilian experts, and nineteen other ranks, together with six American officers and eleven other ranks—a total of forty-nine. Thus, the total death-roll amounted to forty-four.

SURVIVOR'S STORY.

ON THE TAIL OF THE AIRSHIP.

Mr. Harry Bateman, of Gordon Avenue, St. Margaret's, Middlesex, who was one of the five survivors, said to a newspaper representative: "I am a scientific assistant to the National Physical Laboratory at Teddington, and about 10 a.m. on the Tuesday I went on board the airship at Howden, accompanied by two others in the same capacity, Messrs. C. R. Burnett and C. W. Gifford. They also belong to Middlesex. We joined 47 others, English and American. The crew included 45 officers and men.

"I was seated on the tail of the ship. She first flew over the North Sea and towards Pulham, Norfolk. The ship was in perfect flying condition until 5.35 to-day. At that time the controls were being tested at high speed when I assumed that the girder broke amidships.

"After a few short shocks the ship began to fall and a petrol tank exploded. I saw smoke afterwards forward about the ship. The ship then began to fall into the Humber nose downward.

"Immediately after the explosion I was thrown into the cockpit at the tail of the ship. I then attached myself to a parachute and jumped overboard, but the rope of it had caught in some of the wires and I was unable to extricate myself. I was shortly afterwards with two others picked up from the sea by a barge called 'Klondyke of Ramsgate' and taken to the Hull police station."

BROKEN BACK.

AIRSHIP'S COLLAPSE AFTER TWO EXPLOSIONS.

A graphic story of the accident was given by the District Naval Intelligence Officer at Hull.

"It was shortly after five o'clock when the airship first appeared over the river," he said. "It was rather misty at the time, but the airship could be clearly discerned flying at an altitude of about 1,000ft.

"The noise of its engines could be plainly heard and it seemed to be going along quite smoothly. I was watching it, wondering which way it would turn, when, at 5.40 to the minute, a terrific explosion was heard.

"Hundreds of windows were blown out in the town, and as I looked, the first gondola, or what was left of it, blew in all directions over the river.

"Almost immediately another explosion was heard and the airship split its back and broke in two. The envelope seemed to hang in the air, and fell into the river about two minutes after the first explosion.

"The ship was just off the Corporation Pier when the thing happened, and it could be seen that several men jumped into the sea. The back gondola could not be seen. It was probably blown to atoms.

THEORIES OF THE CAUSE.

Reconstructing the statements of non expert eye-witnesses, it seems clear that the enormously long hull began most ominously to buckle—or "crinkle," as one onlooker puts it—just about the middle.

The kink, to the terrified eyes of the spectators, grew rapidly more pronounced. It may be that the vessel, while inclined a little steeply, was assuming too downward an angle to satisfy the officer in control in the fore-car. The order may have been given to move over the elevators and bring up her bow. And while in this position it may be that some sudden current of air, flowing at high speed up the river, subjected the long slender hull—built of an intricate lattice-work of duralumin—to a violent and quite abnormal strain.

Be this as it may—or even assuming that the breaking strain was caused by the moving of the airship into some unusual "air pocket" which would subject her hull to a sudden twist—the happenings of the next few seconds were all too plain. Still watched by the horrified crowds on the earth, some of whom began to run here and there in panic, the huge liner of the air broke completely in two with a rending crash of her interior metal-work. Next instant—tragedy following upon terror—there was the sound of several thunderous explosions, following which a huge sheet of flame was seen to emerge from the part of the hull where the breakage had occurred. Petrol fires had been started so "doubt as a result of the interior fractures, and then some of the millions of cubic feet of hydrogen gas began to burn.

HURLING GLASS.

So tremendous were the mid-air explosions, one in the fore-part and then another in the rear section, that glass was blown from the windows of warehouses on the Hull quayside, and sent hurtling in fragments into the streets. This fact, and the terrible menace of the blazing mass in the sky

above, sent people rushing for the nearest shelter.

It was at about this terrible moment that several of the crew of the airship—one of them from a centre gondola—were seen to leap from the inferno of flames with parachutes, which opened as they fell and bore them down to the earth below.

Meanwhile her outer covering of fabric must have burned away, and the central girder work having apparently broken entirely, the vast hull of the R-33 actually divided completely in the middle. One blazing mass came down more quickly than the other, falling amid a hiss of flames some distance to the east of the Victoria Pier. Then the second portion, also burning fiercely, settled down towards the water, where it rested to the west of the Victoria Pier.

Scenes which followed were almost indescribably strange. The disaster had been a veritable cataclysm. People could not believe their eyes. While some were still rushing for shelter, others came running hatless from offices and shops, dazed by the noise of the explosions and the tinkling fall of glass from many windows.

No great disaster could possibly have been so sudden or so terribly complete.

At one moment there above had floated the great airship—the finest in the world. Then, a few minutes later, after descending, so to say, in fragments, she lay partially submerged and in burning, shapeless masses of wreckage on the surface of the river, now covered with blazing petrol.

The fate of those on board became the next impelling thought. The river became thronged by small craft which shot out on their errands of rescue. Small boats, two or three trawlers, and a couple of tramp steamers, approaching the still blazing wreckage, attempted to get alongside.

But the heat from the hydrogen fed flames was intense. The rescuers, despite all they could do, were for the time beaten off; and it seems that no movement or cry came from the wreckage after it had fallen. The explosions and the fierceness of the flames seem to have done their work all too well.

AIR MINISTRY ACCOUNT.

The Air Ministry issued the following account of the tragic flight which led up to the disaster:

"The airship left Howden base at 7.10 a.m. on Tuesday for her fourth trial, under the command of Flight-Lieutenant A. H. Wann. She reported her position at various times throughout the day, and proceeded to carry out different tests which had been arranged for. At eight o'clock last night she signalled the following message: 'Will remain out to-night to complete necessary trials. Several have already been successfully accomplished. Will and to-morrow.'

"The cruise therefore continued during the night, and at seven o'clock this (Wednesday) morning the R-33 reported that she was flying in the neighbourhood of Howden, from which place she had started. She continued flying over the area between Howden and Pulham during the day, and at 1.15 this afternoon she signalled, 'Will not land at Pulham until cloud height increases. Trials proceeding satisfactorily.'

"Later she requested Howden to fly a kite balloon at 3,000ft, and to give probable winds at that height, as she was going to carry out full speed trials, which were expected to take about an hour. This signal was sent out at 15.50 (3.50 p.m.), and was followed by a further message timed at 16.30, saying, 'Carrying out full-speed trials.' Half an hour later, at 17.00, a signal was sent both to the Air Ministry and to Pulham, saying 'Landing Howden, 18.30.'

"Earlier in the day the airship had requested both Pulham and Howden to keep a landing party standing by, as the captain wished to be in a position to land at the station which he considered most favourable from the meteorological point of view. The last wireless transmission heard from the ship was at 17.34 (5.34 p.m.),

when she acknowledged the receipt of a routine signal from Howden."

"The airship was built at the Royal Airship Works, Cardington, Bedford, and after undergoing her airborne and engine trials in the shed was considered ready for flight about June 20. The first flight took place on the night of June 23; the ship leaving Cardington at 9.55 p.m. and landing at Howden at 11.15. Her second flight over the Home Counties at 4.20 a.m., June 24. It was anticipated that owing to the airship being the first of a new class, modifications would probably be necessary, and, as previously announced, while the result of this first trial was considered satisfactory, it was decided to make modifications to the control system. This was done, and a further flight of about six hours' duration over the same area took place on the night of June 28-29. Careful tests were carried out, as in the case of all new airships, and further modifications were determined upon.

"Following these alterations the third flight began about 7.30 p.m. on July 17, and the ship, after passing over many of the most important towns on the East Coast, landed at Howden Airship Base after a flight of about nine hours. A speed of 50 knots was obtained without calling upon the full engine power. During the flight it was found that some of the girder amidships were weakened, but the flight was continued for some hours afterwards. The result of this trial was that reinforcements were considered necessary to the girders specified. This work was carried out at Howden Airship Station, and was completed by July 30. Unfortunately just before this date the unusually fine spell of weather was displaced by extremely disturbed conditions, and sufficiently fine weather did not occur for further trials to take place."

DETAILS OF THE SHIP.

The design of the R-33 was a considerable departure from that of the R-36, or from the Zeppelin series as exemplified in the R-33 and R-34. Its

gas was contained in only fourteen compartments, whereas in a ship of that size, according to previous practice, there would have been eighteen or nineteen. There were many innovations, and certainly numerous improvements, which are referred to below. She was, after satisfactory trials, to have been handed over to the United States Naval Air Service, and America was to pay \$3,000,000 for her. Built originally for the British service as the R-33, she bore her new designation, "Z R-3" on her hull, and the American Air Service tricolour star emblem on her rudder.

She was laid down in November, 1918, by Messrs. Short Bros. In April, 1920, the works were taken over by the Air Ministry, under whom most of the construction has been carried out. The design was placed in the hands of Mr. C. R. I. Campbell, and decided by the Admiralty in the spring of 1918. The ship, indeed, embodied the result of war experience up to that date, and this taught, first of all, the need for great height-attaining powers and also of long duration of voyage combined with superior speed. Built for Britain and for co-operation with the Fleet, the problem was more difficult than that presented to German airship engineers, for Germany is a land of comparatively light winds, and has fairly equable weather. Moreover, for the German airship raids and patrols less duration capacity sufficed and the prevailing winds were from a direction that favoured a quick run for harbour. Our airships needed greater endurance because the circumstances were almost the exact opposite.

She carried fifty petrol tanks, each holding 190 gallons (about 1,300lb), the total quantity of petrol being thirty tons. Interspersed with them were the water bags, some designed for instant emptying when it became necessary to lighten the ship quickly. These contained a quarter of a ton each. Then there were the ordinary water ballast bags, of which the flow could be turned off or on at will. There were ten tons of water ballast. The fourteen gas bags had valves that could be operated, and also safety

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PICNIC (Own Make)50 " " Jar.
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valves that opened automatically under a certain pressure of gas and prevented excessive inflation, which would otherwise occur during ascending movements. The valves, the ballast, and the tanks, like the control surfaces, were all operated from the control cabin. The engine cars each carried an engineer, instructions to whom were conveyed by the telegraph. The bomb-sighter and the bomb release gear were operated from the control cabin.

She was the largest airship ever built, having a gas capacity 300,000 cubic feet more than the surrendered L 71, and 700,000 more than the R 33. She was 50ft longer than that ship. The main dimensions and characteristics of ZR. 2 were:

Length ...	695ft.
Diameter ...	85ft 4in.
Capacity ...	2,700,000 cubic ft.
Total lift under normal conditions	83 tons.
Total H. P. ...	2,100.
Engines ...	6 Sunbeam "Cosack" of 350h.p.
Normal crew (officers and men) ...	28 or 30.

It only needed such a calamity to fill the cup of bitterness for the community of aeronomics. It almost takes the last bit of fight out of those who have been trying to turn the Government from its determination to cease airship operations unless the Dominions Parliaments demand Imperial airship lines. The mere laying up of the airship material for six months will ruin most of it, and the time lost to experimenting and experience can never be recalled. Yet the disaster to the R-33 must not be permitted to discourage airship work. The war record and the peace record of airships are quite enough to go upon, and this disaster, when its cause is definitely known, must be turned to useful lessons and not be an occasion for accepting defeat.

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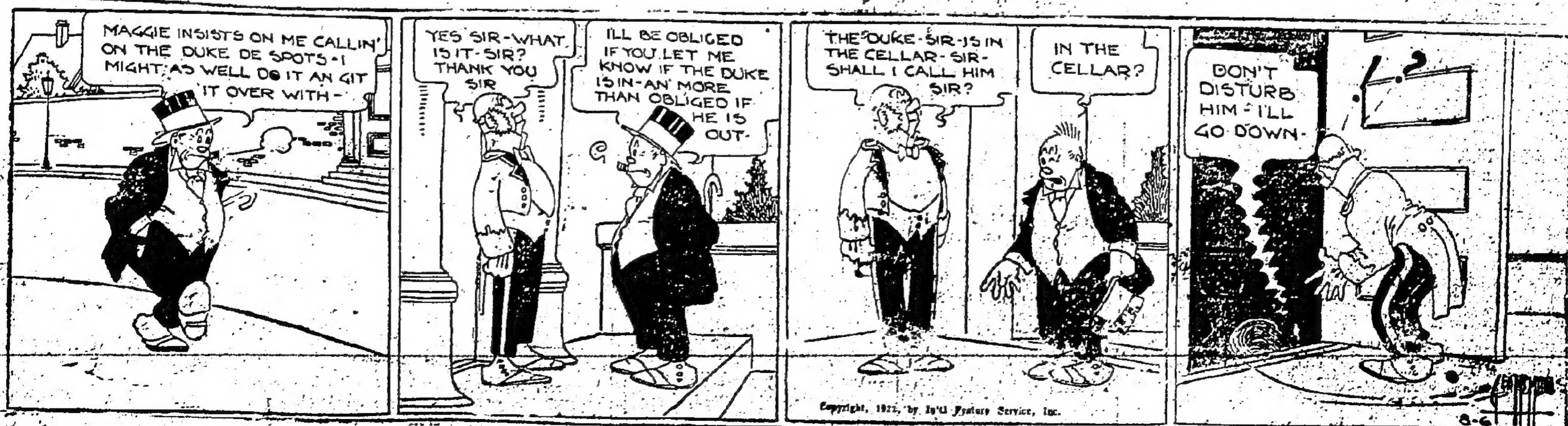
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37, Queen's Road Central, 1st floor.
Telegraphic address "Hinderance".
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Accessories and Supplies.**
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43 Des Voeux Rd. Central. Tel. 1736.
- Kwong Sun & Co., 58 Queen's Road
Central, Ho Chi Chung (Manager),
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WAR MEDAL BARS.

SOME SOLDIERS MAY HAVE AS
MANY AS SIXTEEN.

It was expected in mail week that shortly the system on which bars to the Great War Medal will be awarded would receive the sanction of the Cabinet.

For each of about 15 of the principal engagements (including the battles of Ypres, Neuve Chapelle, Loos, Somme, Arras, Messines Ridge, and Passchendaele) a bar will be given.

Then for each year a soldier served in the trenches a bar is granted, but such a bar is not allowed in addition to one already awarded for an engagement in the same year.

The maximum number of bars which any soldier (and there cannot be many such) who fought throughout the campaign, taking part in every engagement, can get is about sixteen.

Provision is made for the staff by recognizing "responsibility" as equivalent to risk, thus making the various branches eligible for bars, even if they went nowhere near the firing line.

No staff officer, however, may earn more than ten "responsibility" bars. An infantry officer interviewed by

the *Daily Sketch* suggested that the last-named rule is just as well, because 15 bars would so lengthen the ribbon as to disturb the symmetry of the row.

The forthcoming visit of the Prince of Wales to Japan is naturally being talked about in the papers. The Imperial Palace in Tokyo, where his Royal Highness will stay, is one of the most remarkable buildings of its kind in existence, and differs but little from what it was before Japan became westernized. It is almost completely cut off from the remainder of the city, and the various rooms contain some wonderful specimens of Japanese art and craftsmanship. Our correspondent says:—"The rooms allotted to the Prince during this visit are, I am told, to be furnished in 'typical' English style—whatever horrors that may conceal—and the Emperor is likely to spend a considerable sum of money in doing this, though the Prince's taste in this direction is quite simple. It is a pleasant thing, though, to picture to oneself a long train of rice powdered menials reverently carrying in the Sacred Bird, the Heavenly Fruit (wax, 1875), and the Ancestral Aspidochelone (in the art-pot) to honour the British Prince by surrounding him with his national gods."

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(Direct or via Continental Ports)		
"EUMAEUS"	13th Oct.	Genoa, Marseilles & Liverpool
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(via Kobe and Yokohama)		
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"EURYMACHUS"	13th Oct.	via Suez

PASSENGER SERVICE

"PYRRAHUS"	11th Oct.	For Singapore & London
"MENTOR"	30th Oct.	for Shanghai
"MENTOR"	15th Nov.	for Singapore & London

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Parcel Post Service to Posh and places beyond Nanning is temporarily suspended.

INWARD MAILS.

FROM	WEDNESDAY, OCTOBER 5.	THURSDAY, OCTOBER 6.	FRIDAY, OCTOBER 7.	SATURDAY, OCTOBER 8.	SUNDAY, OCTOBER 9.	MONDAY, OCTOBER 10.	TUESDAY, OCTOBER 11.	THURSDAY, OCTOBER 13.
EUROPE via Suez (Letters only London 1st Sept.)	Dunera	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai
Canada, U.S.A., Japan and Shanghai	Empress of Russia							
EUROPE via Suez (Newspapers only London date 1st Sept.)	Empress of Russia							
Shanghai	Shantung							
EUROPE via Suez (Letters and Newspapers, London, 8th Sept.)	Karnala							
Japan	Benten Maru							
Calcutta and Straits	Kirin Maru							
Straits	Shidomoto Maru							
Australia and Manila	Aki Maru							

OUTWARD MAILS.

FOR	WEDNESDAY, OCTOBER 5.	THURSDAY, OCTOBER 6.	FRIDAY, OCTOBER 7.	SATURDAY, OCTOBER 8.	SUNDAY, OCTOBER 9.	MONDAY, OCTOBER 10.	TUESDAY, OCTOBER 11.	THURSDAY, OCTOBER 13.
Saigon	Phuoc							
Pakhoi and Haiphong	Phuoc							
Keelung	Mogami Maru							
Hilo	Hapeli							
Amoy, Shanghai and North China	Sanning							
Japan	Samarang Maru							

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WEATHER REPORT.

October 5d. 10h. 35m. — Warning to Hong Kong, Coast Ports, etc.—A typhoon of unknown intensity within 60 miles Lat. 18° N and Long 138° E, moving N.N.W.

October 5d. 10h. 35m. — Pressure up increased considerably in the extreme north, the Mongolian anticyclone having strengthened. It has increased moderately at Garm, and decreased slightly at Oshima and the Bonins, owing to the advance of the typhoon on a N.N.W. track.

Fr. sh. monsoon may be expected along the Coast of China, and over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 1.01 inch. Total since January '21, 0.43 inches, against an average of 77.4 inches.

Forecast for the 24 hours ending at noon on October 5

1. Hongkong: N.E. winds, fresh; fine. 2. South coast of China: N.E. winds, strong. 3. South coast of China: N.E. winds, strong. 4. South coast of China: N.E. winds, strong.

ROYAL OBSERVATORY, HONGKONG. DAILY WEATHER REPORT.

OCTOBER 5, 1921.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.	
					Direction.	Force.
Midway	5.30	30.17	42	88	SW	3
Victoria	5.30	30.03	42	88	SW	3
Admiralty	5.30	30.18	42	88	SW	3
Kowloon	5.30	30.12	42	88	SW	3
Tsichang	5.30	30.08	42	88	SW	3
Canton	5.30	30.00	42	88	SW	3
Shanghai	5.30	30.00	42	88	SW	3
Amoy	5.30	30.00	42	88	SW	3
Swatow	5.30	30.00	42	88	SW	3
Shanghai	5.30	30.00	42	88	SW	3
Amoy	5.30	30.00	42	88	SW	3
Swatow	5.30	30.00	42	88	SW	3
Shanghai	5.30	30.00	42	88	SW	3
Amoy	5.30	30.00	42	88	SW	3
Swatow	5.30	30.00	42	88	SW	3
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Amoy	5.30	30.00	42	88	SW	3
Swatow	5.30	30.00	42	88	SW	3
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Amoy	5.30	30.00	42	88	SW	3
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Shanghai	5.30	30.00	42	88	SW	3
Amoy	5.30	30.00	42	88	SW	3
Swatow	5.30	30.0				